

Appendix D

Non-Standard Feature Justification

NON-STANDARD FEATURE JUSTIFICATION (in accordance with HDM §2.8)			
PIN:	1721.51	NHS (Y/N):	Yes
Route No. & Name:	I-87	Functional Class:	Urban - Principal Arterial Interstate
Project Type:	Reconstruction	Design Class:	Interstate
% Trucks:	8%	Terrain:	Level
ADT:	122,000	Truck Access/Qualifying Hwy.	Yes
a. - Description of Non-Standard Feature			
Type of Feature:	Level of Service		
Location:	Exit 2 to Exit 5		
Standard Value:	LOS D	Design Speed:	70 mph
Existing Value:	LOS F	Recommended Speed:	
Proposed Value:	LOS E	Recommended Speed:	
b. - Accident Analysis			
Current Accident Rate:	0.87 acc/mvm		
Statewide Rate:	1.10 acc/mvm		
Is the non-standard feature a contributing factor?	Yes		
Anticipated Accident Rates, Severity, and Costs:	The proposed project includes new ramps and modification of the existing ramp junctions to provide additional ramp capacity. This results in traffic forecasts that estimate potentially higher traffic volumes on I-87 within the project area. Though increased traffic could result in a higher occurrence of accidents, with the project's operational improvements, the accident rate is not anticipated to increase as a result of the proposed project.		
c. - Cost Estimates			
Cost to Fully Meet Standards:	New 4 th lane on I-87 in both NB and SB directions would cost \$53.3 M + wetland impacts and ROW for wetland mitigation		
Cost(s) For Incremental Improvements:	N/A		
d. - Mitigation (e.g., increased superelevation and speed change lane length for a non-standard ramp radius):			
	New ramps and modification of existing ramp junctions between Exits 4 and 5.		
e. - Compatibility with Adjacent Segments & Future Plans:			
	Retaining the existing mainline cross-section within the project area is consistent with adjacent mainline segments. Regional Planning Group has confirmed that there are no plans to reconstruct or widen I-87 within the project area or adjacent segments of the highway in the foreseeable future.		
f. - Other Factors (e.g., Social, Economic & Environmental):			
	Constructing a fourth mainline lane (northbound and southbound) on I-87 would require full-depth construction and potential major impacts to adjacent wetlands, wooded areas and historic sites. It would also require reconstruction of ramp tie-ins at each interchange within the widened mainline segments.		
g. - Proposed Treatment (i.e., Recommendation):			
	Add new ramps and modify existing ramp junctions between Exits 4 to 5. The existing ramp mainline cross-section will generally be maintained as three lanes (except where modified for ramp junctions).		

